

UNION PACIFIC SYSTEM

OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

51 First Division EMPLOYEES' TIME TABLE



To Take Effect Sunday, Sept. 16, 1923

at 12:01 A. M. "Pacific Time"

For the Government and Information of Employees Only, and not intended for the use of the public.
The Right is Reserved to vary from this Time Table at pleasure.

J. P. O'BRIEN,
GENERAL MANAGER.

F. N. FINCH,
GENERAL SUPERINTENDENT.

FIRST DIVISION

- A. BUCKLEY,**
Superintendent, PORTLAND, OREGON.
- W. H. GUILD,
ASSISTANT SUPERINTENDENT, Portland, Oregon.
- J. F. CORBETT,
ASSISTANT SUPERINTENDENT, Portland, Oregon.
- H. M. TURNER,
CHIEF DISPATCHER, Fourth and Fifth Sub-Divisions and Branches,
Portland, Oregon.
- B. B. JOHNSON,
NIGHT CHIEF DISPATCHER, Fourth and Fifth Sub-Divisions and Branches,
Portland, Oregon.
- E. A. HACKETT,
CHIEF DISPATCHER, Sixth Sub-Division and Branches, Centralia, Washington.

MILES OF ROAD

FIRST DIVISION	Main Line.....	381.82		
	Branches.....		411.22	
	Total.....			793.04
SECOND DIVISION	Main Line.....	233.26		
	Branches.....		97.84	
	Total.....			331.10
THIRD DIVISION	Main Line.....	186.17		
	Branches.....		747.78	
	Total.....			933.95
	Total, Main Line.....	801.25		
	Total, Branches.....		1256.84	
	Total.....			2058.09

Time per Mile	Miles per Hour
51"	70.6
52"	69.2
53"	67.9
54"	66.6
55"	65.4
56"	64.2
57"	63.1
58"	62
59"	61
1'	60
1' 1"	59
1' 2"	58
1' 3"	57.1
1' 4"	56.2
1' 5"	55.3
1' 6"	54.5
1' 7"	53.7
1' 8"	52.9
1' 9"	52.1
1' 10"	51.4
1' 12"	50
1' 15"	48
1' 20"	45
1' 25"	42.3
1' 30"	40
1' 40"	36
1' 45"	34.3
1' 50"	32.7
2'	30
2' 10"	27.6
2' 15"	26.6
2' 20"	25.7
2' 30"	24
2' 40"	22.5
2' 45"	21.8
2' 50"	21.2
3'	20
3' 9"	19
3' 20"	18
3' 31"	17
3' 45"	16
4'	15
5'	12
6'	10
7' 30"	8
10'	6

CONDENSED TIME TABLE

WESTWARD—Huntington and Portland—EASTWARD

SECOND CLASS				FIRST CLASS							Distance from Huntington	Time Table No. 51 Sept. 16, 1923	Distance from Portland	FIRST CLASS						SECOND CLASS	
255 Time Freight	17 Passenger	1 Passenger	19 Passenger	11 Passenger	5 Mail	23 Passenger	2 Passenger	18 Passenger	4 Passenger	12 Passenger				6 Express	24 Passenger	256 Time Freight					
																	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
4.20AM	4.00AM		6.10PM		6.34PM	2.55PM								7.00PM							
1.00PM	7.40AM		9.55PM		9.25PM	6.50PM								7.00AM							
	11.10AM	8.55AM	1.05AM		12.05AM	10.15PM															
8.45PM														5.15PM							
		10.35AM			2.15AM					1.25AM	2.40AM	5.10AM									
10.40AM	3.25PM	2.25PM	5.30AM	4.55AM	4.00AM	4.15AM				10.50PM	11.20PM	1.45AM	4.00AM								
	6.15PM	5.45PM	8.30AM	7.30AM	6.30AM	7.15AM				8.15PM	8.30PM	11.00PM									
6.20PM														10.00PM							
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily							
(38.00) 10.3	(14.15) 27.3	(8.50) 25.5	(14.20) 27.2	(5.15) 34.8	(11.50) 32.6	(16.20) 23.8				(8.45) 25.7	(15.00) 25.9	(15.05) 25.8	(5.10) 35.4	(15.15) 20.1	(15.40) 25.4	(45.00) 8.7					

WESTWARD—Seattle and Portland—EASTWARD

SECOND CLASS		FIRST CLASS				Distance from Seattle	Time Table No. 51 Sept. 16, 1923	Distance from Portland	FIRST CLASS				SECOND CLASS	
691 Time Freight	Leave Daily	563 Passenger	561 Passenger	562 Passenger	564 Passenger				692 Time Freight	Arrive Daily				
											11.15PM	3.30PM	10.40PM	6.30AM
6.30PM														
8.30PM														
12.05AM														
7.35AM														
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(13.05) 13.6		(7.00) 26.2	(6.40) 27.7					(6.40) 27.7	(7.15) 25.2				(11.15) 15.9	

WESTWARD—Spokane—Umatilla—Pendleton—EASTWARD

SECOND CLASS		FIRST CLASS				Distance from Spokane	Time Table No. 51 Sept. 16, 1923	Distance from Umatilla— Pendleton	FIRST CLASS				SECOND CLASS	
253 Time Freight	Leave Daily	11 Passenger	75 Passenger	77 Passenger	1 Passenger				254 Time Freight	Arrive Daily				
											9.10PM	4.25PM	7.00AM	7.15AM
6.00PM														
1.00AM														
5.00AM														
8.00AM														
Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
(14.00) 13.2		(5.00) 36.9	(11.50) 17.3	(9.55) 25.4	(1.50) 25.5					(5.45) 32.1	(11.30) 17.8	(10.35) 23.8	(1.40) 28.1	(15.20) 11.9

FOURTH SUB-DIVISION—Umatilla and The Dalles—WESTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele-phone and turning stations.	SECOND CLASS						FIRST CLASS								Distance from Huntington	Time Table No. 51										
																Sept. 16, 1923										
																STATIONS										
						253	255					27	29	17	1	19	11	5	23							
						Time Freight	Time Freight					Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Mail	Passenger							
						Leave Daily	Leave Daily					Leave Sun. Only	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
WFTYP						10.45AM									10.35AM		2.15AM		12.35AM	215.8	DN-R	UMATILLA	Ca			
3110 P						11.00									10.42		2.23		12.44	220.0		BAILEY				
3200 P						11.10									s 10.48		2.28		12.50	223.2	D	IRRIGON	Go			
3200 P						11.25									f 10.55		2.34		1.00	226.9		JUDSON				
5030 WFYP						11.45	2.00AM								1.05PM	s 11.05	3.10AM	2.45	1.45AM	f 1.15	223.9	DN-R	MESSNER	Fo		
						11.50	2.05								f 11.08	3.12	2.47	1.47	f 1.18	225.7		BOARDMAN	Bd			
3118 P						11.55AM	2.15								1.11	11.11	3.15	2.50	1.50	1.22	227.5		PETERS			
3260 P						12.10PM	2.30								f 11.18	3.20	2.56	1.55	1.35	231.4		CASTLE				
3110 P						12.30	3.03								1.17	f 11.18	3.20	2.56	1.55	1.35	231.4		BOULDER			
TP						12.45	3.20								1.27	11.28	3.26	3.03	2.04	1.44	237.2		HEPPNER JCT.	Wi		
3043 P						12.57	3.34								1.33	s 11.35	3.31	3.08	2.09	1.49	241.2	D	WILLOWS			
3015 P						1.20	4.00								1.36	f 11.38	3.34	3.11	2.12	1.52	242.7		SILICA			
7200 WTP						1.50	4.15								1.42	11.47	3.40	3.17	2.18	1.58	247.1		ARLINGTON	Mx		
3203 P						2.25	4.25								s 1.50	s 11.59AM	3.50	3.25	s 2.25	s 2.05	251.7	DN	GILMORE			
4946 WP						2.40	4.35								2.00	12.20	3.58	3.32	2.34	2.15	255.4		BLALOCK			
3745 P						2.50	4.45								2.07	f 12.28	4.05	3.38	2.41	2.21	259.9		RAMSAY			
3217 P						3.00	4.50								2.13	12.36	4.11	3.44	2.47	2.26	263.9		QUINTON	Qn		
5000 P						3.10	5.00								2.17	s 12.40	4.15	3.48	2.51	2.30	266.3	D	HOOK			
3500 P						3.20	5.10								2.22	f 12.49	4.21	3.53	2.56	2.41	270.6		GOFF			
2775 WP						3.30	5.20								2.28	f 12.55	4.27	3.58	3.02	2.50	274.6		DAY			
5000 P						3.40	5.35								2.32	f 1.01	4.32	4.02	3.07	2.55	277.4		RUFUS			
3795 P						3.45	5.45								2.36	s 1.11	4.36	4.06	3.11	3.00	280.1		GRANT			
6954 YP						3.55	5.55								2.40	f 1.18	4.40	4.10	3.15	3.05	282.7		SHERMAN	Vo		
950 WP						4.00	6.00								2.45	s 1.25	4.45	4.15	3.20	f 3.20	285.6	DN	MILLER			
2750						4.05	6.05								2.49	1.30	4.49	4.19	3.23	3.26	287.7	D	CELLO			
2625						4.15	6.15								3.05	f 12.48	2.52	1.33	4.52	4.22	3.26	3.30	289.2		OREGON TRUNK JCT.	
						4.20	6.20								3.15	f 12.53	2.58	1.42	4.58	4.28	3.32	3.39	293.1		DUNE	
						4.30	6.30								3.20	12.55	3.00	1.45	5.00	4.30	3.34	3.42	294.3		THE DALLES	Dk-Wh
3678						4.30	6.30								3.30	1.00	3.05	1.55	5.07	4.35	3.40	3.50	297.8			
WFTOP						5.00PM	7.15AM								3.45PM	1.15PM	3.20PM	2.15PM	5.25AM	4.50AM	3.55AM	4.10AM	305.3	DN-R		
						Arrive Daily	Arrive Daily					Arrive Sun. Only	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
						(6.15) 15.8	(5.15) 15.5					0.45 23.4	(0.30) 35.2	(2.15) 36.0	(3.40) 26.8	(2.15) 36.0	(2.35) 38.2	(2.10) 37.5	(3.35) 27.4						Time Average Speed per Hour	

Westward Trains are superior to Trains of the same class in opposite direction.—See Rule 72.
First class trains will clear No. 5 five minutes.

FOURTH SUB-DIVISION—Umatilla and The Dalles—EASTWARD

Time Table No. 51

Sept. 16, 1923

STATIONS	Distances from Portland	FIRST CLASS							SECOND CLASS													
		24	2	18	4	12	6	30	254	256												
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Mixed	Time Freight	Time Freight												
DN-R UMATILLA Ca	183.0	5.05AM	2.50PM			1.25AM	2.35AM															
BAILEY	178.8	4.55	f 2.40			1.15	2.23															
D IRRIGON Go	175.6	f 4.48	s 2.30			1.08	2.16															
JUDSON	171.9	4.40	f 2.20			1.00	2.10															
DN-R MESSNER Fe	165.6	f 4.25	s 2.00	3.05PM	10.35PM	12.50	1.58															
BOARDMAN Bd	163.8	f 4.20	f 1.55	3.00	10.30	12.47	1.54															
PETERS	162.0	4.17	1.50	2.56	10.27	12.45	1.50															
CASTLE	158.1	4.10	f 1.42	2.48	10.21	12.40	1.35															
BOULDER	152.3	3.59	1.27	2.37	10.12	12.34	1.25															
D HEPPIER JCT. Wi	148.3	3.51	s 1.00	2.30	10.06	12.28	1.20															
WILLOWS	146.8	3.48	f 12.57	2.27	10.03	12.26	1.17															
SILICA	142.4	3.40	12.50	2.18	9.55	12.20	1.10															
DN ARLINGTON Mx	137.8	s 3.25	s 12.40 12.30	s 2.06	s 9.45	12.10	s 1.00															
GILMORE	134.1	3.10	12.20	2.00	9.36	12.04AM	12.53															
BLALOCK	129.6	3.02	f 12.10	1.50	9.29	11.58PM	12.44															
RAMSAY	125.6	2.55	12.04PM	1.42	9.24	11.53	12.36															
D QUINTON Qn	123.2	2.51	s 11.59AM	1.38	9.20	11.50	12.32															
HOOK	118.9	2.41	f 11.54	1.29	9.13	11.45	12.26															
GOFF	114.9	2.36	f 11.48	1.22	9.08	11.40	12.19															
DAY	112.1	2.32	f 11.43	1.16	9.03	11.36	12.13															
RUFUS	109.4	2.28	s 11.39	1.11	f 8.59	11.32	12.08															
GRANT	106.8	2.24	f 11.35	1.06	8.55	11.29	12.03AM															
DN BIGGS Bx	103.9	2.20	s 11.25	s 1.00	f 8.50	11.25	11.58PM															
D SHERMAN Vo	101.8	2.16	f 11.20	s 12.50	8.45	11.20	11.54	10.45AM														
MILLER	100.3	2.13	f 11.17	12.46	f 8.42	11.17	11.50	10.30														
CEILO	96.4	2.08	s 11.12	12.40	f 8.36	11.12	11.44	10.20														
OREGON TRUNK JCT.	95.2	2.05	11.10	12.36	8.32	11.09	11.40	10.10														
DUNE	91.7	2.00	11.05	12.30	8.26	11.05	11.34	10.00														
DN-R THE DALLES Dk-Wh	84.2	1.45AM	10.50AM	12.15PM	8.10PM	10.50PM	11.20PM	9.45AM														
(98.8)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily														

Time.....	(3.20)	(4.00)	(2.50)	(2.25)	(2.35)	(3.15)	(1.00)	(6.00)	(5.30)
Average Speed per Hour.....	29.6	24.6	28.7	33.5	38.2	30.3	17.6	18.6	14.8

Westward Trains are superior to Trains of the same class in opposite direction—See Rule 72.
 First class trains will clear No. 5 five minutes.

FIFTH SUB-DIVISION—The Dalles and Portland—EASTWARD

Time Table No. 51

Sept. 16, 1923

STATIONS	Distance from Portland	FIRST CLASS								SECOND CLASS			
		2	18	562	4	12	6	24	564	978	692	254	256
		Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger	Way Freight	Time Freight	Time Freight	Time Freight
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
DN-R THE DALLES Dk-Wh	84.2	10.40AM	12.10PM		8.05PM	10.45PM	11.10PM	1.35AM					
CRATES	81.7	10.33	12.04PM		7.59	10.39	11.05	1.29					
ROWENA	76.1	10.22	11.54AM		7.48	10.29	10.54	1.20					
CHATFIELD	72.5	10.16	11.47		7.40	10.23	10.46	1.14					
D MOSIER H	69.2	10.10	11.40		7.34	10.17	10.40	1.08					
DN HOOD RIVER Ki	63.2	9.55	11.30		7.20	10.05	10.25	12.55					
MENO	59.1	9.45	11.18		7.10	9.55	10.15	12.46					
SONNY	57.5	9.42	11.15		7.07	9.52	10.12	12.44					
VIENTO	55.3	9.39	11.11		7.03	9.48	10.07	12.40					
LINDSEY	52.9	9.35	11.06		6.59	9.44	10.02	12.36					
D WYETH We	49.7	9.30	11.00		6.53	9.39	9.56	12.31					
FARLEY	46.8	9.25	10.55		6.48	9.34	9.51	12.26					
DN CASCADE LOCKS Cj	42.9	9.18	10.48		6.40	9.28	9.43	12.20					
D BONNEVILLE Mu	38.7	9.10	10.40		6.30	9.20	9.35	12.12					
DODSON	34.1	9.00	10.33		6.22	9.12	9.28	12.05					
ONEONTA	31.4	8.55	10.29		6.18	9.08	9.24	12.01AM					
D BRIDAL VEIL Ju	26.3	8.45	10.22		6.08	9.02	9.17	11.52PM					
ROOSTER ROCK	22.4	8.38	10.17		6.02	8.56	9.12	11.46					
TAYLOR	19.1	8.32	10.13		5.56	8.51	9.08	11.41					
DN TROUTDALE Sn	15.6	8.25	10.08		5.50	8.46	9.03	11.35					
FAIRVIEW Fa	13.2	8.20	10.04		5.42	8.42	8.59	11.31					
CLARNIE	7.7	8.10	9.55		5.25	8.34	8.49	11.22					
GRAHAM	4.4	8.00	9.49		5.16	8.28	8.43	11.15					
BRUN	1.9	7.53	9.42		5.08	8.22	8.38	11.08					
HEMLOCK	17.0												
FIR	12.3												
KENTON	6.8												
PENINSULA JCT.	5.6												
NORTH PORTLAND JCT.	6.8												
PENINSULA JCT.	5.6												
PENINSULA JCT.	5.6												
ST. JOHNS JCT.	4.1												
MILLROAD	2.9												
DN-R ALBINA B	1.6												
HARDING ST.	1.5												
EAST PORTLAND	0.6												
DN-R PORTLAND Dispr X P-So-Ve	0.0												
(84.2)													

Time.....	(2.55)	(2.35)	(0.20)	(3.05)	(2.30)	(2.40)	(2.35)	(0.23)	(0.35)	(0.30)	(5.00)	(5.00)
Average Speed per Hour.....	28.8	32.5	20.4	27.3	33.7	31.5	32.5	17.7	8.9	10.04	16.8	16.8

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

First class trains will clear No. 5 five minutes.

Between Portland and East Portland or Harding St., and between Millroad and St. Johns Jct., trains and engines will use right-hand parallel track in direction of movement.

Only such trains as originate or terminate at Albina will register at Albina.

SIXTH SUB-DIVISION—North Portland Jct. and Seattle—WESTWARD

Length of passing tracks in feet and location of scales, water, fuel, tele- phone and turn- ing stations.	SECOND CLASS			FIRST CLASS								Distance from Seattle	Time Table No 51 Sept. 16, 1923	
	975	977	691	563	39	37	35	33	561	31	STATIONS		Block Signals	Double Track
	Way Freight	Way Freight	Time Freight	Passenger	C.M.&St.P. Passenger 18	C.M.&St.P. Passenger 15	C.M.&St.P. Passenger 44	C.M.&St.P. Passenger 17	Passenger	C.M.&St.P. Passenger 16				
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
P				11.15PM	8.30PM	7.15PM	4.45PM	12.15PM	3.30PM	9.30AM	0.0	DN-R SEATTLE	Ow	
Yard IWFTOYP	7.00AM		6.30PM	11.25	8.40PM	7.25PM	4.55PM	12.25PM	3.40	9.40AM	3.1	DN-R ARGO		
1354 3401 IP	7.30AM		6.50PM	11.35PM					3.50PM		9.4	DN-R BLACK RIVER	Bi	

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY.

P	9.00AM	8.10PM	12.25AM	4.40PM	35.7	DN TACOMA JCT.	Jn
	9.10AM	8.20PM	12.29AM	4.44PM	36.5	DN RESERVATION	Rn

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

P		2.00PM	5.20AM										176.4	Block Signals	NORTH PORTLAND JCT. 1.2
1415 YP													177.6		
P													179.1	ST. JOHNS JCT. 1.2	
P													180.3	MILLROAD 1.3	
P		2.45PM	7.35AM										181.6	ALBINA 0.1	
IP													181.7	HARDING ST. 0.9	
I													182.6	EAST PORTLAND 0.6	
													183.2	PORTLAND	
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(183.2)

(2.10)	(0.45)	(13.05)	(7.00)	(0.10)	(0.10)	(0.10)	(0.10)	(0.10)	(6.40)	(0.10) Time
15.4	6.9	14.0	26.2	18.6	18.6	18.6	18.6	18.6	27.7	18.6 Average Speed per Hour

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Sub-Division schedules between Portland and North Portland Jct.

First class trains and 691 and 692 or their extras will register by registering ticket (Form 2642) at Black River.

Only such trains as originate or terminate in O.-W. R. R. & N. yard at Argo, will register at Argo.

SIXTH SUB-DIVISION—North Portland Jct. and Seattle—EASTWARD

Time Table No. 51

Sept. 16, 1923

STATIONS	Distance from Portland	FIRST CLASS							SECOND CLASS		
		32 C.M.&St.P. Passenger 16	34 C.M.&St.P. Passenger 43	36 C.M.&St.P. Passenger 17	38 C.M.&St.P. Passenger 15	40 C.M.&St.P. Passenger 18	562 Passenger	564 Passenger	692 Time Freight	978 Way Freight	976 Way Freight
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.
Black Signals DN-R SEATTLE Ow 3.1 DN-R ARGO 0.3 DN-R BLACK RIVER Bi	183.2 180.1 173.8	9.15AM	11.55AM	11.45AM	7.00PM	8.00PM	10.40PM	6.30AM			
		9.05AM	11.45AM	11.30AM	6.50PM	7.50PM	10.30	6.15	6.45AM		3.00PM
							10.20PM	6.00AM	6.25AM		2.45PM

BETWEEN TACOMA JCT. AND BLACK RIVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF CHICAGO, MILWAUKEE & ST. PAUL RY.

Black Signals DN TACOMA JCT. Jn 0.8 DN RESERVATION Rn	147.5 146.7						9.35PM	5.10AM				5.15AM		12.45PM
							9.31PM	5.06AM				5.10AM		12.35PM

BETWEEN VANCOUVER AND RESERVATION, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

BETWEEN NORTH PORTLAND JCT. AND VANCOUVER, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF SPOKANE, PORTLAND & SEATTLE RY.

Black Signals NORTH PORTLAND JCT. 1.2 PENINSULA JCT. 1.5 ST. JOHNS JCT. 1.2 MILLROAD 1.3 ALBINA 0.1 HARDING ST. 0.9 EAST PORTLAND 0.6 PORTLAND (183.2)	6.8 5.6 4.1 2.9 1.6 1.5 0.6 0.0						4.20PM	11.38PM						8.00PM	7.05AM
														7.30PM	6.30AM
							4.00PM	11.15PM							
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Leave Daily	Leave Daily Ex. Sun.

Time.....	(0.10)	(0.10)	(0.15)	(0.10)	(0.10)	(6.40)	(7.15)					(11.15)	(0.35)	(2.25)
Average Speed per Hour.....	18.6	18.6	12.4	18.6	18.6	27.7	25.2					15.9	8.9	13.1

Westward Trains are Superior to Trains of the same class in the opposite direction.—See Rule 72.

Time shown between Portland and North Portland Jct. is for information only. Trains will be governed by Fifth Sub-Division schedules between Portland and North Portland Jct.

First class trains and 691 and 692 or their extras will register by registering ticket (Form 2642) at Black River.

Only such trains as originate or terminate in O-W. R. R. & N. yard at Argo will register at Argo.

WESTWARD—Bend Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS			Distance from Bend	Time Table No. 51 Sept. 16, 1923			Distance from Sherman	FIRST CLASS		SECOND CLASS	
	309	313	103	27	29		30	102	308		314			
	O. T. Ry. Local Freight	Freight	O. T. Ry. Mixed	Mixed	Passenger		Mixed	O. T. Ry. Mixed	O. T. Ry. Local Freight		Freight			
	Leave Wed. Fri. & Sun.	Leave Tues. Thurs. & Sat.	Leave Daily	Leave Sun. only	Leave Daily Ex. Sun.			Arrive Daily	Arrive Daily	Arrive Tues. Thurs. & Sat.	Arrive Mon. Wed. & Fri.			
WY				7.00AM	7.00AM	0.0	DN-R BEND Nd	147.4	7.30PM					

BETWEEN METOLIUS AND BEND TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES

WFYT	8.35AM	7.00AM	8.30PM	8.50AM	8.25AM	41.3	DN-R	METOLIUS	Ms	106.0	5.35PM	5.40AM	4.00PM	4.30PM
2680 W	9.05	7.15	8.50	9.05	8.35	46.2	D	MADRAS	Ms	101.1	5.15	5.15	3.00	3.45
2480	9.40	7.30	9.10	9.20	8.45	51.9		PAXTON		95.4	4.55	4.55	2.30	3.00
1900 W	10.30	7.45	9.30	9.40	9.00	57.4	D	GATEWAY	Gw	89.9	4.30	4.25	2.00	2.40
1280 WFP	11.30AM	8.15AM	10.10PM	10.10AM	9.20AM	65.6	R	SOUTH JUNCTION		81.7	3.45PM	3.55AM	1.05PM	2.00PM

BETWEEN NORTH JUNCTION AND SOUTH JUNCTION TRAINS WILL BE GOVERNED BY OREGON TRUNK RAILWAY TIME TABLE AND RULES

P	8.50AM	10.35AM	9.40AM	76.0	D-R	NORTH JUNCTION	Jn	71.3	3.20PM				1.15PM
1100	8.55	10.40	9.45	77.1		COVE CREEK		70.2	3.15				1.10
1160	9.10	10.50	9.55	80.0		TWO SPRING		67.4	3.05				12.55
475 P	9.40	11.15	10.15	88.1		McLENNON		59.2	2.35				12.30PM
1150 WP	10.35	11.40AM	10.35	96.1	D	MAUPIN	Hf	51.2	2.05				11.45AM
	11.00	12.05PM	10.50	104.5		SHERARS BRIDGE		42.8	1.35				11.05
1290 WP	11.05	12.10	10.55	105.1		FARGHER		42.2	1.30				10.55
1200	11.35AM	12.50	11.20	115.5		TUNNEL ONE		31.8	12.50				10.05
1160 P	12.35PM	1.10	11.35AM	121.1		BLUFFS		26.2	12.35				9.45
2650 W	1.30	1.45	12.05PM	133.0		MAYS		14.3	12.05PM				9.15
450	1.50	2.00	12.20	137.4		FREE BRIDGE		9.9	11.50AM				9.00
WY	2.30PM	2.55PM	12.45PM	147.3	D-R	SHERMAN	Vo	0.0	11.25AM				8.30AM

(2.55) (7.30) (1.40) (7.55) (5.45) Time (8.05) (1.45) (2.55) (8.00)
 8.3 14.1 14.6 18.6 25.6 Average Speed per Hour 18.0 13.9 8.3 13.3

Oregon Trunk Ry. trains eastward from South Jet. will obtain clearance card before leaving North Jet. Time shown at Bend is for information only. At this station trains will be governed by time table of Oregon Trunk Ry.

WESTWARD—Condon Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Condon	Time Table No. 51 Sept. 16, 1923			Distance from Arlington	SECOND CLASS	
		107			108				
		Mixed			Mixed				
10005 WFYP		8.20AM	0.0	D-R	CONDON	Cd	44.5	4.05PM	
1576		f 8.40	8.2		GWENDOLEN		36.3	f 3.15	
1783		f 8.50	12.2		SPEECE		32.3	f 3.00	
1816		s 9.10	15.9		CLEM		28.6	s 2.45	
2342 W		s 9.35	20.1		MIKKALO		24.4	s 2.25	
1698		f 10.00	24.8		BARNETT		19.7	f 2.05	
2446 W		s 10.20	28.5		ROCK CREEK		16.0	s 1.50	
1703		f 10.45	37.2		SHUTLER		7.3	f 1.20	
2596 WFTP		11.30AM	44.5	DN-R	ARLINGTON	Mx	0.0	12.50PM	

(3.10) Time (3.15)
 14.0 Average Speed per Hour 13.7

WESTWARD—Shaniko Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Shaniko	Time Table No. 51 Sept. 16, 1923			Distance from Biggs	SECOND CLASS	
		105			106				
		Mixed			Mixed				
3385 WFYP		7.30AM	0.0	D-R	SHANIKO	Ni	69.7	5.40PM	
891		f 8.05	12.6		WILCOX		57.1	f 4.55	
1100		s 8.20	17.2		KENT		52.5	s 4.40	
571		f 8.40	23.9		BOURBON		45.8	f 4.10	
1968 WT		s 9.10	31.2	D	GRASS VALLEY	Vy	38.5	s 3.50	
338 Spur		f 9.27	38.4		ERSKINE		31.3	f 3.20	
2694 W		s 9.40	42.7	D	MORO	Mr	27.0	s 3.15	
1089		f 9.48	45.8		DE MOSS		23.9	f 3.05	
393		f 9.58	49.7		NISH		20.0	f 2.53	
3850 Spur		10.00	50.5		HAY CANYON		19.2	2.50	
650		f 10.11	54.1		SANDON		15.6	f 2.40	
1199		f 10.19	55.5		KLONDIKE		14.2	f 2.35	
3266 W		s 10.32	60.0	D	WASCO	Wa	9.7	s 2.20	
190 Spur		f 10.40	62.6		SINK		7.1	f 2.10	
844		f 10.45	64.5		THORNBERRY		5.2	f 1.55	
6780 WFYP		11.20AM	69.7	DN-R	BIGGS	Bx	0.0	1.35PM	

(3.50) Time (4.05)
 18.0 Average Speed per Hour 17.0

WESTWARD—Heppner Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		Distance from Heppner	Time Table No. 51 Sept. 16, 1923			Distance from Heppner Jct.	SECOND CLASS	
		109			110				
		Mixed			Mixed				
2867 WFTP		8.30AM	0.0	D-R	HEPPNER	Hr	45.2	4.00PM	
1029 P		s 8.50	8.9		LEXINGTON		36.3	s 3.30	
		f 9.05	14.2		JORDAN		31.0	3.10	
2307 W		s 9.15	16.9	D	IONE	On	28.3	s 3.00	
		f 9.25	20.0		McNAB		25.2	2.40	
1082		s 9.40	25.4		MORGAN		19.8	s 2.25	
		f 9.50	27.5		MORSIL		17.7	2.15	
631 W		s 10.05	30.7		CECIL		14.5	s 2.05	
		f 10.20	34.3		EWING		10.9	f 1.50	
1004		f 10.40	38.4		RHEA		6.8	f 1.35	
882 TP		11.20AM	45.2	D-R	HEPPNER JCT.	Wi	0.0	1.15PM	

(2.50) Time (2.45)
 15.9 Average Speed per Hour 16.4

Westward Trains are superior to Trains of the same class in the opposite direction.—See Rule 72.

WESTWARD—Gray's Harbor Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS		FIRST CLASS				Distance from Centralia	Time Table No. 51 Sept. 16, 1923			Distance from Hoquiam	FIRST CLASS		SECOND CLASS	
	987	161	119	115	117	577		118	578	116		120	988	162	
	Way Freight	C.M.&St.P. Fast Frt.	C.M.&St.P. Passenger	C.M.&St.P. Passenger	C.M.&St.P. Passenger	Passenger		C.M.&St.P. Passenger	Passenger	C.M.&St.P. Passenger		C.M.&St.P. Passenger	Way Freight	C.M.&St.P. Fast Frt.	
WFTYOP	1.00PM					3.00AM	0.0	DN-R	CENTRALIA 2.4	Ds	57.5			9.45PM	
	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS			Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.		

WESTWARD—Tono Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	SECOND CLASS	Distance from Tono	Time Table No. 51 Sept. 16, 1923		Distance from Centralia	SECOND CLASS
	515		516			
	Mixed		Mixed			
1360 WFOP	3.00PM	0.0	R	TONO 5.8	8.0	1.35PM
	3.25	5.8		WABASH 2.2	2.2	1.10
	Arrive Daily Ex. Sun.			STATIONS		Arrive Daily Ex. Sun.

BETWEEN BLAKESLEE JUNCTION AND CENTRALIA, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

IP	1.10PM				3.45AM	2.4	BLAKESLEE JUNCTION 2.6		55.1		1.30AM		9.30PM
1859 P	1.20				f 3.55	5.0	D	GALVIN 7.2	Rk	52.5	f 1.20		9.20
2285 P	1.40	2.43AM			f 4.10	12.2	R	HELSING JUNCTION 1.5		45.3	3.10PM	f 1.05	9.00
2680 WP	1.50	2.50			s 4.10	13.7	DN	INDEPENDENCE 4.6	Nd	43.8	s 3.05	s 1.00	8.50
	2.10	3.05			f 4.19	18.3		BALCH 3.9		39.2	f 2.50	f 12.48	8.35
2718 P	2.42	3.20			s 4.27	22.2	D	CEDARVILLE 4.1	Cd	35.3	s 2.42	f 12.38	8.20
2687 P	3.00	3.35			f 4.35	26.3		LANKNER 2.6		31.2	f 2.34	f 12.26	8.05
	3.10	3.42			4.40	28.9		RONY 1.9		28.6	2.29	12.20	7.55
2353 P	3.20	3.50			s 4.45	30.8		SAGINAW 1.7		26.7	s 2.24	f 12.15	7.45
	3.30	3.55			f 4.50	32.5		SOUTH ELMA 3.5		25.0	f 2.19	f 12.10AM	7.35
1747 P	3.45	4.05			f 4.59	36.0		FULLER 6.3		21.5	f 2.12	f 11.55PM	7.20
	4.15	4.30			f 5.12	42.3	R	SOUTH MONTESANO 1.5		15.2	f 2.00	f 11.35	7.00
1160 P			5.12PM	1.45PM		42.3	R	SOUTH MONTESANO 1.5		15.2		2.00PM	5.27PM
			5.19PM	1.52PM		43.8	D	MONTESANO 1.5	Mo	16.7		1.53PM	5.20PM
	5.00	4.30			f 5.27	42.3	R	SOUTH MONTESANO 1.5		15.2	f 1.45	f 11.35	7.00
1523 P	5.10	4.35			f 5.30	43.8		MELBOURNE 2.9		13.7	f 1.42	f 11.30	6.55
1751 P	5.37	4.45			f 5.37	46.7		PREACHER'S SLOUGH 4.5		10.8	f 1.36	f 11.20	6.45
1915 WFYOP	6.00	5.00			s 5.50	51.2	D-R	COSMOPOLIS 2.1	Cs	6.3	s 1.28	s 11.10	6.30
	6.30					53.3		N. P. CROSSING 0.6		4.2			5.50
4135 WIYOP	6.45PM	5.15AM			6.00PM	53.9	DN-R	ABERDEEN 3.6	Sa	3.6	1.20PM	11.00PM	6.00PM

BETWEEN WABASH AND CENTRALIA TRAINS WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE AND RULES

WFYOTP	3.35PM	8.0	DN-R	CENTRALIA	Ds	0.0	1.00PM
	Arrive Daily Ex. Sun.			(8.0)			Leave Daily Ex. Sun.

Time shown at Centralia is for information only. At this station trains will be governed by time table of Northern Pacific Ry. Register for Wabash is located at Centralia.

WESTWARD—Primo Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	Distance from Primo	Time Table No. 51 Sept. 16, 1923		Distance from Cosmopolis
		STATIONS		
		PRIMO 7.9	13.1	
462	0.0	BRIDGES 5.2	5.2	
1002	7.9	COSMOPOLIS (13.1)	0.0	
	13.1			

BETWEEN ABERDEEN AND HOQUIAM, TRAINS WILL BE GOVERNED BY TIME TABLES, RULES AND REGULATIONS OF NORTHERN PACIFIC RY.

WFTYOP	7.00PM	6.00AM			6.15PM	7.15AM	57.5	DN-R	HOQUIAM	Ho	0.0	1.05PM	10.40PM		5.30PM	5.00PM
	Arrive Daily Ex. Sun.	Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(57.5)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun.	Leave Daily Ex. Sun.

(6.00) 9.6 (3.17) 13.8 (0.07) 12.8 (0.07) 12.8 (2.10) 20.9 (4.15) 14.0 Time (2.0) 21.7 (3.05) 18.7 (0.07) 12.8 (0.07) 12.8 (4.15) 13.5 (3.00) 16.1 Average Speed per Hour.....

Time shown at Hoquiam and Centralia is for information only. At these stations trains will be governed by time table of Northern Pacific Ry. Trains 117 and 118 will register at Primo Branch Junction switch, Cosmopolis. Train register for Blakeslee Junction is located at Centralia. Train arriving South Montesano as No. 118 will run as No. 115, South Montesano to Montesano, and will run as No. 116, Montesano to South Montesano. Train arriving South Montesano as No. 117 will run as No. 119, South Montesano to Montesano, and will run as No. 120, Montesano to South Montesano.

WESTWARD—Olympia Branch—EASTWARD

Length of passing tracks in feet and location of scales, water, fuel, telephone and turning stations.	FIRST CLASS		Distance from Chambers Prairie	Time Table No. 51 Sept. 16, 1923		Distance from Olympia	FIRST CLASS		
	123	121		122	124				
	Passenger	Passenger		Passenger	Mixed				
PY	8.05PM	6.05PM	0.0	DN-R	CHAMBERS PRAIRIE 7.4	Ma	7.4	5.50PM	8.00PM
PWFY	8.30PM	6.30PM	7.4	D-R	OLYMPIA (7.4)	Oa	0.0	5.30PM	7.30PM
	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily

(0.25) 17.8 (0.25) 17.8 Time (0.20) 22.2 (0.30) 14.8 Average Speed per Hour.....

Eastward Trains are Superior to Trains of the same class in the opposite direction.—See Rule 72.

FIRST DIVISION

SPECIAL RULES

PASSENGER TRAINS

1. Nos. 1 and 2 will stop on flag at Montavilla, Corbett, Crusher, Latourell, Multnomah Falls, Warrendale, Eagle Creek, Seufert, Big Eddy, Dillon and Tumwater.
- No. 1 will stop at Sherman, Miller and Celilo to let off passengers from east of Sherman.
- No. 4 will stop on flag at Corbett, Latourell, Warrendale and Big Eddy, and on Saturdays will stop at Multnomah Falls to let off passengers from Portland.
- No. 6 will stop on flag at any station to load or unload express.
- No. 11 will stop at any station to let off passengers from Third Division.
- No. 12 will stop at stations between Arlington and Umatilla to pick up passengers for Third Division.
- Nos. 17 and 19 will stop at any station to let off passengers from east of Green River.
- No. 18 will stop at any station between Biggs and Pendleton to let off passengers from Bend Branch.
- No. 19 will stop at any station east of Sherman to pick up passengers for Shaniko and Bend Branches.
- No. 23 will stop on flag at any station between The Dalles and Troutdale to pick up passengers for Portland.
- No. 23 will stop on flag at Irrigon and Rufus to pick up passengers for The Dalles and west.
- No. 24 on Saturday will stop at Bridal Veil and Multnomah Falls to let off passengers.
- No. 24 on Sunday will stop at Bridal Veil to let off passengers.
- Nos. 29 and 30 will stop on flag at Truman, Oak Springs, Ketchum and Harris.
- Nos. 117 and 118 will stop on flag at South Aberdeen.
- Nos. 577, 578, 117 and 118 will stop on flag at Callow and Hall.

FREIGHT TRAINS

Passengers will not be carried on freight trains, except persons in charge of special freight, employes with annual passes, or employes on trip passes when traveling on company business, between stations at which trains stop. See Rule 720.

3. (a) Trains from the Second Division entering Umatilla yard will be governed by Rule 93, and if a train on Third Division main line is seen approaching wye junction switch, Second Division train will remain clear of Third Division main line until the approaching train has stopped.
- (b) Between Peninsula Junction and St. Johns Junction trains will be governed by Special Rule 30 covering train staff operation, and check of trains at Peninsula Junction as prescribed by Rule 83 is not required for movement Peninsula Junction to St. Johns Junction.
- (c) Sixth Sub-Division westward trains will obtain clearance card at Vancouver for movement North Portland Junction to Albina or Portland. Train register for trains arriving and departing North Portland Junction from and to Fifth Sub-Division will be maintained at Vancouver.
- (d) Sixth Sub-Division eastward trains will obtain clearance card at Black River for movement Black River to Argo or Seattle.
- (e) C. M. & St. P. eastward passenger trains are not required to obtain clearance card or check of trains at Argo as per Rules 83 and 83(a), but may proceed Argo to Seattle on clear signal indication from interlocking tower at Argo and run with current of traffic, being governed by Rule 93.
- (f) All westward Sixth Sub-Division trains originating at Seattle will obtain at Seattle a train order check as per Rule 83(c) covering movement from double to single track at Argo.
- (g) Westward second class and extra trains originating at Tacoma will procure check of register and clearance card at Northern Pacific, Fifteenth Street, telegraph office. Westward second class and extra trains passing through Tacoma will obtain check of register and clearance card at Northern Pacific telegraph office at Reservation.
- (h) Trains westward from Blakeslee Junction will obtain clearance card before leaving Centralia. Train register for trains arriving and departing Blakeslee Junction from and to points on Grays Harbor Branch will be maintained in office of Chief Dispatcher O.-W. R. R. & N. Company at Centralia.
- (i) Trains for which Helsing Junction is initial station will obtain clearance card at Independence. Westward C. M. & St. P. Railway trains entering Helsing Junction-Independence yard, will be governed by Rule 93, and if a train on O.-W. R. R. & N. main line is seen approaching Helsing Junction switch, train from C. M. & St. P. Railway will remain clear of O.-W. R. R. & N. main line until the approaching train on O.-W. R. R. & N. main line has stopped.
- (j) Primo Branch trains entering Cosmopolis yard will be governed by Rule 93, and if a train on main line is seen approaching Primo Branch junction switch, Primo Branch train will remain clear of main line until the approaching train has stopped.
- (k) Trains eastward from Wabash will obtain clearance card before leaving Centralia. Train register for trains arriving and departing Wabash from and to Tono will be maintained in office of Chief Dispatcher, O.-W. R. R. & N. Company at Centralia.
- (l) Trains are not required to obtain clearance card at Primo, Montesano, South Montesano or Tono as per Rule 83(a).
4. Unless otherwise directed, between Troutdale and Portland or Albina all freight trains will run via Kenton and all passenger trains will run via Graham.
5. Train registers will not be used as a means of identifying extra trains.
6. If a home block signal fails to indicate stop or a distant block signal fails to indicate caution when a block is entered, a member of the crew must be left at the signal, the train dispatcher must be notified from the first available point of communication and report must be sent to the Superintendent by wire. The employe left at the signal must stop and notify all trains moving in the direction governed by the signal and must remain there until relieved by an employe of the Signal Department or by official instructions.
7. Automatic block signals govern movement of trains in both directions through gauntlet track over Des Chutes River Bridge between Celilo and Miller. All trains will approach gauntlet track under control and must not exceed 15 miles per hour through gauntlet track. When a train is stopped by home signal at the approach to gauntlet track it may proceed when signal clears or by sending a flagman ahead sufficient distance to insure full protection. When opposing trains approach at same time eastward trains must stop before passing home signal 600 feet west of bridge, giving westward superior trains preference.

8. At Hood River, siding on north side of main track is No. 1 and siding on south side of main track is No. 2. Unless otherwise directed, all westward trains taking siding will use Siding No. 1; eastward freight trains will use Siding No. 2, and eastward passenger, mail and express trains will take siding at crossover from main track to Siding No. 1.
9. Referring to Rule 221(a):
 - (a) All trains are required to obtain clearance card at Arlington and Hood River, but will not whistle for train order signal at these stations.
 - (b) Trains will not whistle for train order signal at Aberdeen, Cosmopolis or Independence, but will be governed by position of such signals at these stations.
10. Referring to Rule 221(b):
 - On branch lines train order signal lights will not be kept burning at night when operators are not on duty.
11. White indicator board displayed at a blind siding will indicate cars or LCL freight to be moved. Trains doing local work will be governed accordingly.
12. Trains (except passenger) consisting of more than twenty-five cars will cut off engine to take water or fuel, and will also cut off way cars before spotting.
13. A buffer car (**not to be occupied by passengers**) will be used on passenger trains between locomotive and cars occupied by passengers.
14. While in Northern Pacific Terminal Company's yard in Portland, trains and engines will be governed by rules and regulations of that company.
15. (a) All trains and engines will stop at established stop boards and not proceed onto draw span of bridge at Tacoma and bridge between South Montesano and Montesano until they have called for, received and acknowledged proceed signal from bridge tender.
- (b) Trains crossing 15th Street, Tacoma, must be preceded by a flagman.
16. Sand will not be used on draw bridges.
17. Referring to Rule No. 17; when rules require the head light to be displayed, electric headlights on engines will be dimmed:
 - (a) In yards where yard engines are employed.
 - (b) At meeting points.
 - (c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers.
 - (d) When standing.
 - (e) On two or more tracks when approaching trains running in the opposite direction.
18. (a) Junction switch at Messner is located in front of depot building and will be left set and locked for Second Division.
- (b) Junction switch at Troutdale will be left set and locked for track via Graham.
- (c) Double track switch at Crates will be left set and locked for Eastward track.
- (d) Junction switch at Helsing Junction will be left set and locked for O.-W. R. R. & N. track.
- (e) Junction switch at Tacoma Junction will be left set and locked for C. M. & St. P. track.
- (f) Junction switch at Reservation will be left set and locked for O.-W. R. R. & N. main track.
- (g) Wye switch on Montesano Branch will be left set and locked for east leg of wye.
- (h) Double track switch Aberdeen, located 250 feet east of passenger station, will be left set and locked for eastward trains.
- (i) Switches for wye at Sherman will be left set and locked for wye.
- (j) House track switches at Moro will be left set and locked for house track, when this track is clear. When cars are spotted at house, switches will be left set and locked for main track.
19. When passing over Willamette River Bridge between Portland and East Portland, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.
20. On passenger trains when backing up between South Montesano and Montesano, a trainman will remain at rear of train with hand on air valve of tail hose so that emergency brake can be applied if necessary.
21. Junction switch at Messner is located in front of station building. Westward trains will stop clear of junction switch. When necessary for eastward passenger, mail or express trains to take siding at Messner, unless otherwise provided, they will use Umatilla-Messner line, entering same at junction switch.

DIVISION SPEED RESTRICTIONS

25. (a) Passenger, mail or express trains will not exceed speed of 60 miles per hour, and other trains, including light engines and engines with cabooses, will not exceed speed of 35 miles per hour.
- (b) Passenger, mail or express trains will not exceed speed of 40 miles per hour on 5 and 6 degree curves, 35 miles per hour on 7 and 8 degree curves and 30 miles per hour on 9 and 10 degree curves; and other trains, light engines and engines with cabooses, will not exceed speed of 30 miles per hour on 5 and 6 degree curves, 25 miles per hour on 7 and 8 degree curves and 20 miles per hour on 9 and 10 degree curves. Figures on stake at beginning of curve indicate degree of curvature.
- (c) When within yard limits a maximum speed of 30 miles an hour by first class trains and 15 miles an hour by other trains and engines must not be exceeded. Speed will be as much slower as rules or conditions may otherwise require.
- (d) All trains will not exceed 15 miles an hour when using crossovers or turnouts, and be under control through sidings, interlocking plants and yard limits. Under control means to be able to stop within the distance track is seen to be clear.
- (e) In any class of service engines of Consolidation and Mikado class will not exceed speed of 35 miles per hour, except Mikado class engines with drivers 63 inches or over handling passenger trains will not exceed speed of 50 miles per hour. Mallet class engines of 3800 series will not exceed speed of 15 miles per hour, and of 3600 series, 20 miles per hour.
- (f) The maximum speed permitted for engines running forward will not apply to engines running backward. Engineers running engines backward must take into consideration climatic conditions, weight of engine and track conditions, particularly sharp curves, and reduce speed or lose time sufficient to make the run safe.
- (g) Trains will be handled with care and under control when sand is blowing, when weather is foggy or stormy, and at points where there is liability of track being obstructed.
- (h) Slow boards will be erected one-fourth mile from the point which they are intended to cover.
- (i) Trains handling logs will not exceed speed of 6 miles per hour over Howe Truss Bridges and 15 miles per hour at other points.
- (j) Trains in which steam derrick is moved will not exceed 25 miles per hour on main line and 15 miles per hour on branch lines.

RATING OF LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2000 POUNDS

MAIN LINE

Total weight of train exclusive of engine and tender, which the different classes of locomotives will haul in each direction between stations shown, under favorable weather conditions: (a deduction of ten (10) per cent may be made for time freight trains). Between stations for which no rating is shown maximum will apply.

CLASSIFICATION	ENGINE NUMBERS	ALBINA and TROUTDALE		PORTLAND and THE DALLES				THE DALLES and UMATILLA		PORTLAND AND SEATTLE							
		Eastward	Westward	EASTWARD		WESTWARD		EASTWARD	WESTWARD	EASTWARD				WESTWARD			
				E. Portland to Montavilla	Bonneville to Cascade Locks	The Dalles to Dodson	Troutdale to Clarnie			The Dalles to Seufert	Umatilla to Arlington	Albina to Kalama	Kalama to Vader	Vader to Winlock	Winlock to Napavine	Centralia to Tacoma	Tacoma to Tenino
A. 81 $\frac{20}{28}$ 106	3500 to 3514	1400	1400	625	1135	1295	1295	1390	1570	1705	1285	1060	800	1305	1365	685	1705
P. 77 $\frac{22}{28}$ 135 ^s	3201 to 3207																
P. 77 $\frac{17-28}{28}$ 143	3200																
P. 77 $\frac{22}{28}$ 143	3201 to 3203	1670	1670	740	1345	1540	1540	1730	1880	1900	1440	1190	870	1540	1540	800	1900
P. 77 $\frac{22}{28}$ 149 ^s	3208 to 3217																
T. 69 $\frac{22}{28}$ 159	1742 to 1754	2205	2205	920	1680	1920	1920	2200	2310	2505	1890	1560	1170	1920	2010	1010	2505
T. 63 $\frac{22}{28}$ 160	1755 to 1760																
P. 77 $\frac{25}{28}$ 167 ^s	3218 to 3225	1915	1915	1030	1880	2120	2120	2320	2545	2500	1900	1550	1160	2000	2000	1050	2500
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 167	711 to 717																
C. 57 $\frac{20\frac{1}{2}}{30}$ 172	719 to 723	2320	2320	1000	1820	2085	2085	2300	2510	2335	1790	1475	1075	1900	1900	985	2335
C. 57 $\frac{22}{30}$ 179	725 to 729																
C. 57 $\frac{22}{30}$ 187	730 to 768	2500	2500	1150	2100	2400	2400	2650	2890	2940	2250	1860	1360	2380	2380	1220	2940
MK. 57 $\frac{23\frac{1}{2}}{30}$ 207	2100 to 2165	3600	3600	1285	2350	2695	2695	2965	3225	3500	2645	2175	1635	2900	2900	1440	3500

CLASS

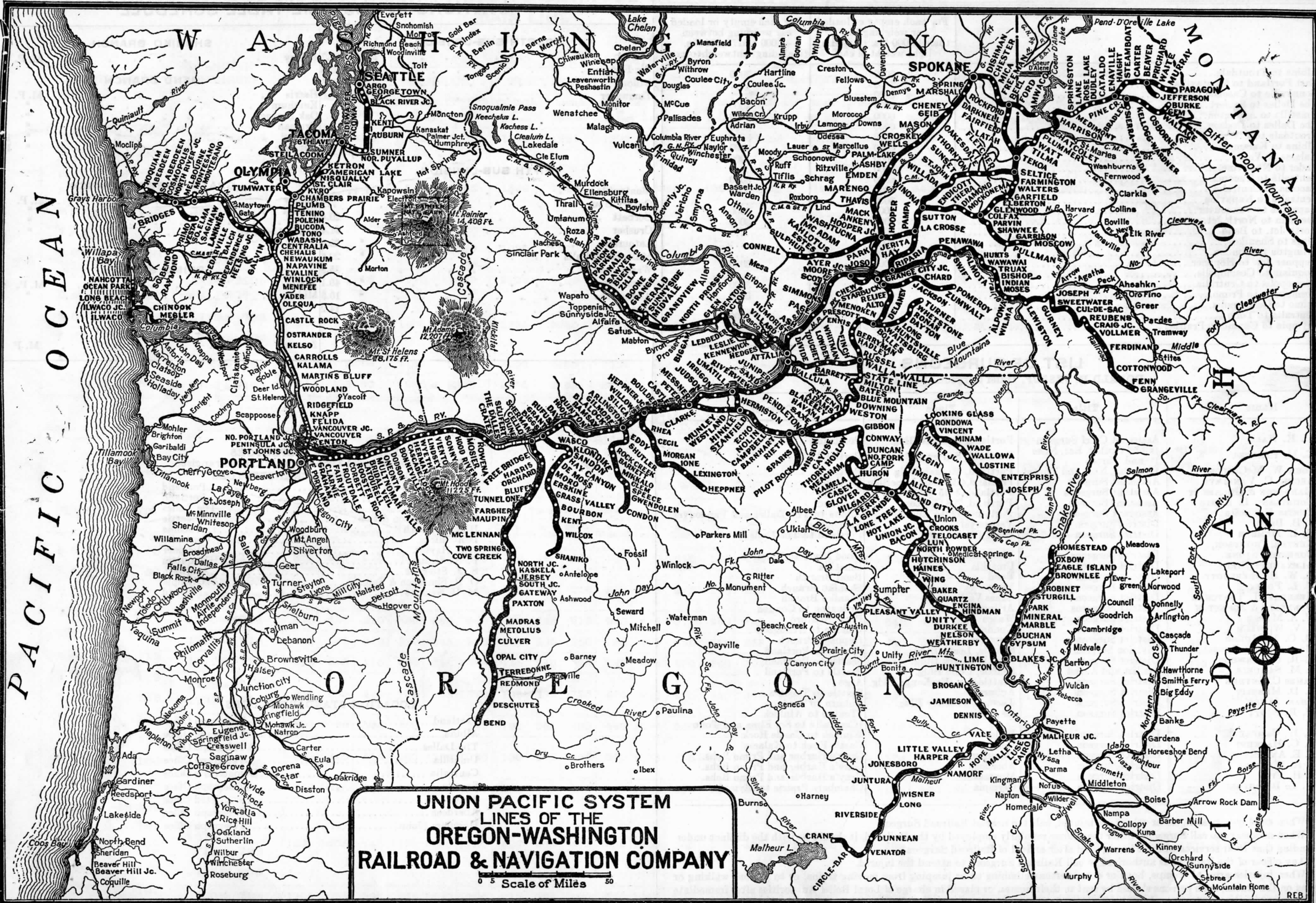
- "E" — Eight Wheel.
- "A" — Atlantic.
- "P" — Pacific.
- "T" — Ten Wheel.
- "M" — Mogul.
- "C" — Consolidation.
- "TW" — Twelve Wheel.
- "S" — Switch.
- "MK" — Mikado.
- "MC" — Mallet Compound.
- "TTT" — Two-Ten-Two.

EXAMPLE:—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

$$C.57 \frac{22}{30} 187$$

BRANCHES

CLASSIFICATION	ENGINE NUMBERS	SHERMAN and BEND						BIGGS and SHANIKO						ARLINGTON and CONDON				HEPPNER JCT. and HEPPNER			CENTRALIA and HOQUIAM				CEN-TRALIA and TONO	COS-MOPOLIS and PRIMO	CHAM-BERS PRAIRIE and OLYMPIA	
		EASTWARD					WEST-WARD	EASTWARD			WESTWARD			EASTWARD		WEST-WARD	EASTWARD		WEST-WARD	EAST-WARD	EAST-WARD	EAST-WARD						
		Sherman to North Jct.	North Jct. to South Jct.	South Jct. to Madras	Madras to Redmond	Redmond to Bend	Terrebonne to Culver	Biggs to Thornberry	Thornberry to Sandon	Sandon to Grass Valley	Grass Valley to Shaniko	Shaniko to Grass Valley	Grass Valley to More	Hay Canyon to Sandon	Arlington to Rock Creek	Rock Creek to Condon	Condon to Rock Creek	Rock Creek to Arlington	Heppner Jct. to Ione				Ione to Lexington	Lexington to Heppner	Hoquiam to Cosmopolis	Cosmopolis to Centralia	Centralia to Cosmopolis	Cosmopolis to Hoquiam
E. 63 $\frac{17}{24}$ 55	1106 to 1108	365	460	215	350	395	570	70	170	155	195	460	210	145	135	65	550	290	455	350	335	355	705	905	355	775	450	450
E. 62 $\frac{18}{24}$ 62	1122 to 1123																											
T. 55 $\frac{18}{24}$ 71	1701 to 1708	510	635	305	490	560	780	90	210	210	260	615	295	200	235	114	750	375	610	470	445	470	965	1220	470	1034	630	630
M. 57 $\frac{18}{24}$ 91	4200 to 4208	520	650	310	500	565	800	95	225	215	270	645	310	200	245	146	800	593	640	490	465	470	965	1220	470	1034	635	635
T. 63 $\frac{19}{24}$ 92	1709 to 1714	535	670	315	510	645	825	115	230	250	285	670	350	220	258	150	950	610	665	510	485	510	1020	1310	510	1120	655	655
T. 63 $\frac{20}{24}$ 113	1715 to 1726	690	865	415	660	745	1060	145	290	275	330	815	400	260	305	180	980	775	810	625	590	624	1260	1620	624	1340	835	835
T. 57 $\frac{20}{26}$ 119	1733 to 1736																											
T. 64 $\frac{15\frac{1}{2}-26}{26}$ 145	1727 1732	830	1035	485	785	905	1270	180	335	325	405	960	485	340	365	208	1210	953	965	740	705	740	1485	1905	740	1630	1025	1025
T. 57 $\frac{20}{26}$ 125	1737 to 1741	890	1100	540	850	965	1345	190	365	365	440	1030	500	360	420	240	1250	1015	1015	785	745	710	1425	1835	710	1720	1070	1070
T. 69 $\frac{22}{28}$ 159	1742 to 1754																											
T. 63 $\frac{22}{28}$ 160	1755 to 1760	990	1245	615	980	1053	1520	190	410	395	500	1175	535	370	445	226	1465	1200	1170	900	855	1650	2200	2310	900	1975	1180	1180
C. 55 $\frac{19}{30}$ 149	707 to 709	990	1245	615	980	1100	1520	205	445	430	545	1275	550	420	445	267	1530	1315	1170	900	855	900	1800	2310	900	1975	1235	1235
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 167	{ 711 to 714 716 and 717																											
C. 57 $\frac{20\frac{1}{2}}{30}$ 167	{ 710, 715, 718, 724	1200	1505	745	1170	1120	1720	220	465	460	585	1305	625	435	480	275	1625	1400	1300	1000	950	1510	2040	2625	1020	2220	1475	1475
C. 57 $\frac{15\frac{1}{2}-26}{30}$ 172	719 to 723																											
C. 57 $\frac{22}{30}$ 179	725 to 729																											
C. 57 $\frac{22}{30}$ 187	730 to 768	1305	1615	800	1255	1430	1980	275	520	500	650	1460	700	480	555	335	1820	1495	1495	1150	1090	1700	2300	2950	1150	2520	1740	1740



UNION PACIFIC SYSTEM
LINE OF THE
OREGON-WASHINGTON
RAILROAD & NAVIGATION COMPANY

0 5 10 15 20 25 30 35 40 45 50
 Scale of Miles